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DECLASSIFIED

K-58-F1-15-11
Oct-Dec. 1962

P.R.C.

ADC FG

History
15th Fighter Interceptor Squadron, (ADC)
Period Ending 31 December 1962

CLASSIFIED BY _____
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO YEAR
INTERVALS DECLASSIFIED ON DECEMBER
31, 1970

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DECLASSIFIED

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DECLASSIFIED BY: [illegible]
 AUTHORITY: [illegible]
 DATE: [illegible]
 1970
 DECLASSIFIED ON DECEMBER 1970

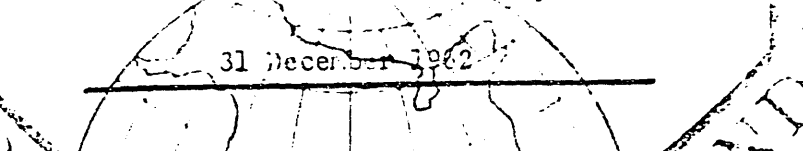
P.R.C.

of the

15th Fighter Interceptor Squadron (F-100)

for the period ending

31 December 1962



31 December 1962

(By authority of
Volcani Phone Call
of 8 Nov 68)

DECLASSIFIED

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Section I.

REQUIRED DATA

1. UNIT AND LOCATION

15th Fighter Interceptor Squadron (ADG)
Davis-Monthan Air Force Base, Arizona

2. NAME AND GRADE OF COMMANDER

David Rennie, Lt Col

3. CHAIN OF COMMAND (Superior Echelons)

United States Air Force
Air Defense Command
25th Air Division
Electronic Air Defense Sector
15th Fighter Interceptor Squadron

4. SUBORDINATE UNITS (Down to and including squadrons)

Not applicable.

5. MISSION (Give authority and brief statement of primary mission)

Authority: AFI 20-3
AFM 10-2

Mission: AFI-103 to achieve and maintain a level of operational effectiveness which will enable the unit to provide trained air defense combat ready crews and aircraft for active air defense of the United States.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	64	427	0	491
ATTACHED	0	0	0	0

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

F-101B - 15
F-33 - 3

CUBAN CRISIS

The first official word received by the 15th FIS was at 1745Z on 22 Oct 62, when CINC PAC declared DEFCON 5 Delta. Operations declared a mass upload of possessed aircraft at 1750Z. Four aircraft engaged in a normal training mission were immediately recalled, turned around, and uploaded. By 1940Z twelve of the fourteen aircraft possessed were on five minute status.

Dispersal was directed by Phoenix AFB at 2010Z. Although this squadron had only attained phase I dispersal capability, most aspects of a phase III dispersal were required.

Four aircraft armed with primary and secondary weapons were ordered to Williams AFB, in spite of current regulations which prohibited flying of nuclear armed interceptors in conditions less than DEFCON I. One of these aircraft returned shortly after take-off due to inoperative radar. A blown starter on the replacement aircraft caused a potential Broken-Arrow. The starter was replaced and the aircraft continued to Williams AFB without further incident.

At 2100Z CINC PAC notified the squadron that all aircraft were to be put on fifteen minute alert status. DEFCON III Delta was declared at 2300Z, which returned all aircraft to five minute status.

At 0001Z, 23 Oct 62, DEFCON III Charlie declared at 0001Z, 23 Oct 62, downgraded our alert to fifteen minutes. A total of ten aircraft were kept on constant fifteen minute alert during daylight hours when two of these aircraft at Davis-Monthan were placed on five minute status for identification purposes. DEFCON III Bravo was declared at 1830Z, 3 Nov 62. This status permitted resumption of a reduced training effort.

Four aircraft were retained at Williams AFB from the 22 of October until the 18th of November. These aircraft were established on fifteen minute alert at 2115Z, 22 October.

A combat alert center was set-up in Williams AFB, Base Operations with aircraft flying quarters in the conference room. Aircrews were briefed on standard departures and an ON was established for scramble although no IFO AFIO's existed. Base crash crews were informed of Broken-Arrow procedures. The old transient alert building was obtained as living quarters for the ground crews. Messing facilities were available at the consolidated mess. Transportation was furnished by Williams AFB until vehicles were obtained from GFA motor pool.

Special problems were encountered in the following areas: Personnel and equipment were kept at Williams AFB on TDY status from this unit. Equipment for starting two aircraft was found to be insufficient to maintain four aircraft on higher than fifteen minute status. Additional men and equipment arrived at Williams AFB at 0000Z, 23 October 1962.

Security for the aircraft was dependent upon four airpolicemen at Williams that had the required secret clearance plus augmentation guards with interim secret clearances. Augmentation guards were later assigned from this unit as guards during daylight hours.

The existing communications between PACAF and Williams was a commercial line through the Williams and Luke AFB switch boards. A request was made immediately to the telephone company to install a direct scramble and recovery communication system. This system was completed at 1100Z, 23 October 1962.

A request for IFO AFIO departures and recoveries was initiated immediately. During the ten days it took to get these AFIO's standard departures and recoveries were used.

Twenty-four hour day operation of Base Operations, Fire Department, and Cook Crews was necessary to support our detached unit. These departments are normally manned only for a twelve hour day. Normal training and operating hours are in effect, according to Williams AFB War Plan during DEFCON 3. Prior planning had assumed that DEFCON 2 or higher would be in effect when dispersal was implemented.

Space available and the minimum quantity distance for the weapons required the aircraft to be parked approximately one mile from Base Operations.

All F-101-B/F aircraft require a seventy-two hour inspection. This necessitated rotation of the deployed aircraft every forty-eight hours. Normal training missions were completed in the rotation of aircraft except when these aircraft were carrying a heavy armament.

(If additional space is required, continue on blank sheets, size 8x10 1/2, appropriately numbered, and attached securely hereto)

PRINTED NAME AND GRADE OF COMMANDER

DAVID LEMMEL, Lt Col, USAF

SIGNATURE

David Lemmel